

SOUTH DAVIS COUNTY TRANSIT DEIS

North Salt Lake Sub-Committee Meeting No. 2 - Summary

Project:

South Davis County Transit DEIS

Meeting Purpose:

North Salt Lake Sub-Committee Meeting No. 2

Meeting

9:00 a.m. to 11:00 a.m.
April 25, 2007

Location:

North Salt Lake Public Works

Attendee

Angelo Papastamos
Colleen Lavery
Jacqueline Jensen
Kim Clark
Saffron Capson
Robin Hutcheson
Jonathan Larsen
Blaine Gehring (representative)
Conrad Jacobson
Stan Porter
Ryan Wallace
Sam Kearl

Representing

UDOT
Carter & Burgess
H.W. Lochner
H.W. Lochner
H.W. Lochner
Fehr & Peers
Fehr & Peers
Sub-Committee member
Sub-Committee member
Sub-Committee member
Sub-Committee member
Sub-Committee member

Meeting Summary:**Process**

S. Capson began by explaining where the project currently is in the overall process. She indicated that the purpose and need and evaluation criteria for the project are currently being developed. Input from the next round of sub-committee meetings will also be used to accomplish these tasks.

Identification of Goals and Objectives

It was explained the community visions identified at each of the sub-committee meetings were used to create a list of goals and objectives for the project. At the regional workshop the list of goals and objectives was prioritized. S. Capson highlighted some of the highest ranking goals and objectives, including the number one goal to “create a complete transit system within the region that connects to transit options serving outside the region.”

Identification of Problem Statements

It was explained the community needs and concerns identified at each of the sub-committee meetings were used to create a list of problem statements for the project.

The project team summarized the list into 14 problem statements. S. Capson reviewed the 14 statements with the sub-committee.

Purpose and Need

The development of a “purpose and need” statement is part of FTA requirements for this project. S. Capson explained that “goals” and “purpose” are interchangeable terms, as are “problem statements” and “needs”. Draft purpose statements for the project were reviewed along with each of the corresponding needs. Materials to back-up the development of the draft purpose and need statements were provided as handouts to all of the sub-committee members.

Future Conditions

J. Larsen gave a brief overview of the Wasatch Front Regional Council (WFRC) regional travel model. He explained input for the model included population, employment and proposed transportation improvements (including Legacy Parkway, Commuter rail, Salt Lake City light rail and BRT projects, the updated bus network, 500 South improvements, Redwood Road improvements and I-15 HOV improvements). Maps illustrating model inputs were shown. It was noted the WFRC demographic projections for 2030 were supplemented by individual meetings with each city in the study area. Information was divided into Transportation Analysis Zones (TAZ's) to help organize the regional data at a local level. Future traffic conditions, travel demand and transit demand maps were also shown.

Objective Exercise

Following is a list of objectives identified by the North Salt Lake Sub-Committee members, grouped under purpose headings:

Purpose # 1:

Create a complete transit within the region that connects to transit options serving outside of the region.

Objectives:

1. Coordinated system between transit and traffic improvements to ensure access to transit.
2. Improve access on west side going south to Salt Lake City.

Purpose # 2:

Improve east-west connectivity.

Objectives:

N/A

Purpose # 3:
Reduce auto congestion.

Objectives:

1. Street system must accommodate whatever transit system is proposed.

Purpose #4:
Integrate transit investments and land use plans.

Objectives:

1. Provide increased transit service to developing and redeveloping areas east of I-15.

Purpose # 5:
Increase transit ridership especially during commute times by improving motorized and non-motorized infrastructure that serves transit and providing attractive passenger amenities.

Objectives:
N/A

Comments/Solutions:
1. Trolley – most number of stops

Future Meetings

Blaine Gehring, Conrad Jacobson, and Dave Beck will represent the North Salt Lake Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on August 28th from 9:00 – 11:00 a.m.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, North Salt Lake Sub-Committee Members

Subsequent to the meeting, an email was sent regarding additional concerns by Sam Kearn, North Salt Lake sub-committee member. Mr. Kearn was assured his concerns would be incorporated into the meeting summary and addressed at the next project team meeting.

April 27, 2007

To Whom It May Concern:

Please keep me informed about what will be discussed at the next meeting. I appreciate that you listen to our concerns, but I'm anxious to see what the solutions will be. Please forward these concerns to whom it may concern (as I may not be able to make it to the next meeting).

As a representative from Woodside Homes, our priority is that the interchange at I-15 and 2600 S. (Woods Cross) needs be improved. This is the border between Woods Cross (2600 S) and North Salt Lake (1100 N), and will become the main East West traffic corridor for Foxboro and Foxboro North located on the west side of Redwood Road.

With the Legacy Highway ending at I-215, the traffic on Redwood Road past Foxboro will likely increase. UDOT should consider placing a traffic light at the entrance to Foxboro (600 N.) This is a safety concern. This should be done at UDOT's cost.

Also, Center Street needs to be improved so that traffic can flow East West more freely and maybe an additional on ramp can be added to relieve the other on/off ramps.

Thanks for listening to these concerns.

Sincerely,

Sam Kearl
Woodside Homes